

Housing

Smart Growth provides for a range of housing types to accommodate different needs and desires. A mix of single-family, multiple family, rental and ownership opportunities allows households to expand or contract in size, or to adapt to a change in means yet retain ties to their community. This fosters stability, social interaction and civic participation – qualities that are often absent in conventional development that separates people by segregating housing by type, size and price.

Additionally, Smart Growth recommends placing higher density housing and senior housing around town centers. Housing located on Main Streets and downtowns, on second and third stories above retail stores and on nearby streets creates vibrancy, and fosters safety, while placing the activities of daily living within walking distance.

Case examples

- In Gaithersburg, Maryland, Kentlands, a recently built neighborhood, offers a diversity of housing types, including mansions, townhouses and garage apartments. (For more information, go to <http://www.cnu.org>)
- In Seaside, Florida, a neighborhood's public square is surrounded by buildings that feature shops, cafes, offices and artist's studios on the ground floor, with apartments on the upper floor. (For more information, go to <http://www.cnu.org>)
- In Atlanta, Georgia, the former Techwood Housing Project was rehabilitated and re-designed under HUD's HOPE VI program, mixing market-rate, moderate and low-income housings, and traditional public housing. The 900 units of housing are part of a vibrant community that includes a new YMCA, a branch bank, a hotel, a day-care center and police sub-station. (For more information, go to: <http://www.hud.gov>)
- In Bayshore, Long Island, 40 dilapidated homes were torn down and the 10 acre site was redeveloped in a public – private partnership that produced South Wind Village, a neighborhood of 74 homes for both rental and ownership, families and senior citizens. There are 52 owner-occupied homes for first-time homebuyers, 10 townhouses for family rental, and 16 senior-housing units. The project includes on-site amenities. (For more information, go to <http://www.lihp.org>)

Information in the **HOUSING** segment of the Training Manual was taken from

Best Development Practices:

Doing the Right Thing and Making Money at the Same Time

by Reid Ewing

APA Planners Press

Paperback book

1996

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Information was included for the following:

- ***Best Housing Practices*** (p 23)
 - ***Mix Housing Types*** (p 24), and
 - ***Cut Housing Costs.*** (p 26)

from the above the publication.

Redesigning

Auto-Oriented Areas

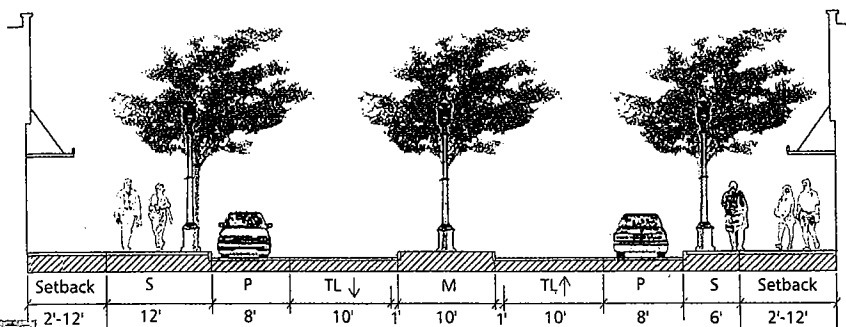
Redesigning auto-oriented residential areas is an even more difficult and complex task, and there are few precedents at which to point. Achieving consensus among a potentially vast number of homeowners or tenants is likely to be the key to success. Residential developments where homeowner associations control open space, private streets and/or community facilities may have an organizational advantage over areas with no formal neighborhood leadership structure.

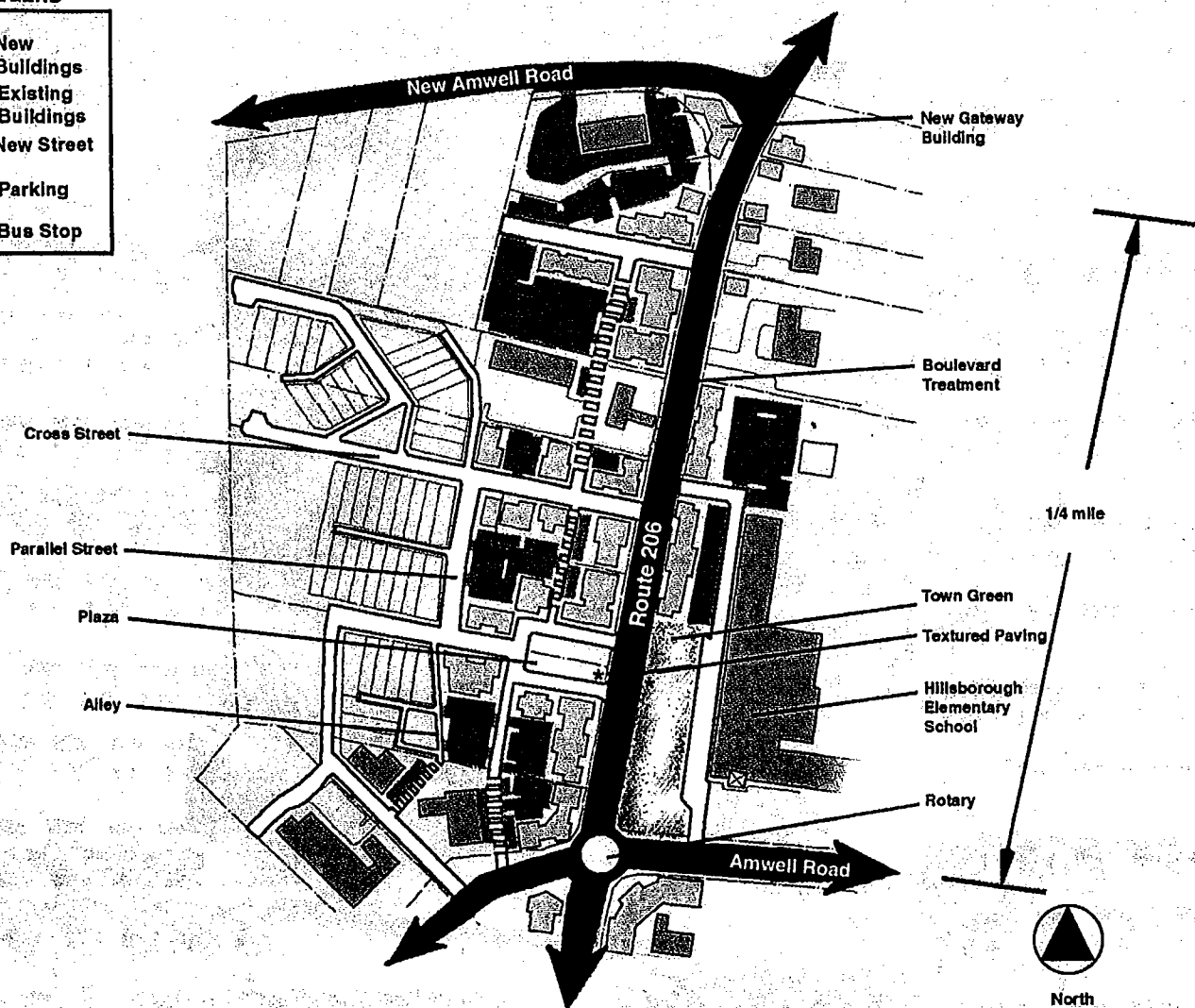
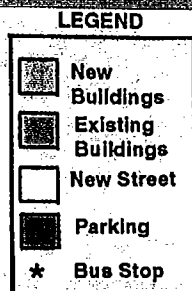
Increasing connectivity in the circulation system, enhancing pedestrian and bicycle safety, increasing density, where appropriate, and diversifying the land use pattern are the primary strategies for residential area redesign.

Increasing connectivity in the circulation system helps bring a community closer together and break down sprawl's propensity to create enclaves. While new road construction is politically difficult, creating new pedestrian and bicycle connections is easier. New connections can be made at cul-de-sac or mid-block situations. Nature trails such as greenways or paths along stream corridors are also valuable, even if more likely to be used for recreational purposes than for circulation.

Enhancing safety for pedestrians and bicyclists is critical to mitigating an auto-dependent environment. In auto-oriented subdivisions, cartway and right-of-way widths are often wide enough to comfortably allow a 4-foot sidewalk to be built on one or both sides of the street. If necessary, cartway widths can be reduced to provide additional room for sidewalks, or re-striped for bicycle lanes.

Increasing density is often a controversial measure, given the perception that it may change neighborhood character. In single-family or mixed-housing neighborhoods, density on existing lots can be increased with the least visual impact by creating small units from larger houses through internal partitioning. Another option is to build small, new independent units either over the garage, or through additions to the original building. Municipalities can encourage densification through accessory housing ordinances, and by revising the bulk and density standards in the zoning. If demand is strong,





experience shows that accessory housing is often built through illegal conversions, so it is preferable to act proactively and regulate this process.

In some cases, residential densities can be increased by lowering the minimum lot size requirements and allowing further subdivision of land. Density can also be increased by redeveloping underutilized land, in the form of unnecessary buffers or setbacks, excessive stormwater detention/retention facilities, or other types of "lost space."

Sensitive design is an absolute prerequisite for any type of densification.

Introducing non-residential uses can be difficult and contentious and should be carefully planned. In residential developments with a "community center" which is often limited to active recreation uses (tennis, pool), it may be possible to add small complimentary uses, such as day care, post-office or convenience retail. Strategically located lots, such as corner lots, can be rezoned for retail, services or other uses. In addition to restrictive zoning, other legal obstacles, such as deed restrictions or restrictive covenants may have to be overcome.

The Hillsborough Town Center plan retrofits an existing state highway into a new Main Street, forming the backbone of a mixed-use town center for this suburban community. Increased connectivity in the circulation system, traffic calming, civilizing the streetscape, infill building and formal public realm spaces are the